

**COUNTY OF NAPA
PLANNING, BUILDING & ENVIRONMENTAL SERVICES DEPARTMENT
1195 THIRD ST., SUITE 210, NAPA, CA 94559
(707) 253-4416**

**Initial Study Checklist
(form updated September 2010)**

1. **Project Title:** Larkmead Vineyards Use Permit Major Modification #P14-00158
2. **Property Owner:** Larkmead Vineyards
3. **Project Sponsor's Name and Address:** Colin MacPhail; 1100 Larkmead Lane, Calistoga, CA 94515; 707-942-0167
4. **Representative:** Beth Painter, 1455 First Street, Suite 217, Napa, CA 94559; (707) 287-9089; beth@bnpapa.com
5. **County Contact Person, Phone Number and email:** Wyntriss Balcher; (707) 299-1351; wyntriss.balcher@countyofnapa.org
6. **Project Location and APN:** The project is located on a 17.85 acre parcel on the west side of Larkmead Lane, approximately .4 miles north of its intersection with the State Highway 29 intersection, and approximately 1 mile south of its intersection with the Silverado Trail 1100 Larkmead Lane, Calistoga, CA, 94515; APN:020-240-001.
7. **General Plan description:** Agricultural Resource (AR) Designation.
8. **Zoning:** Agricultural Preserve (AP) District.
9. **Background/Project history:** Use Permit #P04-0204 was approved by the Planning Commission on September 1, 2004 to establish a 36,000 gallon/year winery, the construction of a 7,077 sq.ft. winery structure consisting two buildings connected by a covered breezeway with a 1,224 sq. ft. covered crush pad; custom production activities; total 6 employees; retail sales, tours and tastings by appointment only maximum 40 persons, maximum 120 persons/week; 10 parking spaces; and a Marketing Plan. The approval was appealed and the appeal was subsequently withdrawn on November 5, 2004. The Marketing plan included 3 private wine and food tasting events/month for maximum 25 people and two special wine and food tastings/year for a maximum 120 people.

Very Minor Modification #P05-0247-MOD application was approved administratively by Planning, Building and Environmental Services on September 8, 2005, to allow the construction of a shade structure behind the tasting facilities; adding offices in place of storage areas on the second floor, screening in the tasting facilities covered porch, and increased the size of the water storage tank.

Very Minor Modification #P07-00326 was approved on June 8, 2007, to allow the construction of a 216 sq.ft. addition to the existing crush pad with a new cover at the rear of the winery.

Use Permit Major Modification #P12-00105 was approved by the Planning Commission on June 6, 2012, to add a 9,530 sq.ft. barrel storage building which included an office; a tasting/conference room, wine library, employee break room; rest rooms and a commercial kitchen for food pairings. Further, 5 parking spaces were added for a total of 15 and an increase in employees for a total six full-time and four part-time were approved.

The winery is currently in compliance with the Winery Definition Ordinance. There are no additional uses on the property, which is planted in 13.2 acres of vineyard. The applicant indicates that Larkmead owns and farms 111 acres of vineyard. Currently Larkmead is working with 55 acres of vineyard with 10 acres in development. The remaining 46 acres include grapes sold to other wineries in the Napa Valley. Larkmead is and has only bottled estate wines. In the coming years, Larkmead plans to vinify more of its estate fruit at the winery as existing parcels are being redeveloped, requiring the requested increase in annual production.

10. **Project Description:** Approval to modify Use Permits #P04-00204, P05-0247-MOD, and #P12-00105-MOD to:
- A. Increase annual production capacity from 36,000 to 75,000 gallons per year;
 - B. Increase tours and tasting and retail sales, by appointment only, from 40 persons per day to a maximum 100 per day weekdays and maximum 150 per day weekends, for a total maximum 800 per week;
 - C. Expand the visitation hours from 10:00 AM-4:30 PM to 9:00 AM-6:00 PM;
 - D. Modify the existing Marketing Plan (currently 5 events) to:
 - i. Four (4) private wine and food tasting events per month, for a maximum 25 persons;
 - ii. Two (2) wine and food tasting events per year for a maximum 120 persons; and,
 - iii. One (1) wine and food tasting event per year for 300 persons;
 - E. Increase employment from 10 to 10–25 employees: (eight (8) full-time and maximum three (3) part-time listed in application);
 - F. Construct an additional 10 public parking spaces for a total of 25 on-site parking spaces; and,
 - G. Expand the existing sanitary and process waste water systems.

The increase in annual production capacity will allow the processing of all of the 111 acres of vineyards for estate wine production. The 9,530 barrel storage building expansion approved under Use Permit Modification #P12-00105 allowed a separation of the barrel storage area from the fermentation area. There is adequate area for additional fermentation tanks in the old barrel storage area and the new barrel storage building has adequate area to accommodate the increase in production. No further expansion of the winery production area is proposed. The increase in production will require improvements to the existing sanitary and process waste systems, which will utilize the vineyard area, but will not result in the removal of vines.

Expansion of visitation for an additional 110 daily visitors can be accommodated without further expansion of the hospitality facilities. located in the "East Tasting Room", "West Tasting Room", and covered porches delineated on the project site plan. Ten additional parking spaces are proposed to accommodate the additional visitors, resulting in the removal of an ¼ acre of vines.

The marketing plan modification will increase from a total of 38 events 120 participants annually to 51 events for a maximum 300 participants annually. The barrel storage building expansion project approved under Use Permit Modification P12-00105 also included a new tasting room ("West Tasting Room") and a commercial kitchen which is used to stage the wine and food tasting events to accommodate the food and wine tasting.

11. **Environmental setting and surrounding land uses:**

The project site is located on a relatively flat landscape (0%-5% slopes) at the 280 foot elevation, within the Napa River watershed. The Napa River is located approximately 450 feet north of the project site, which is located within the 500 year flood hazard zone, but outside the 100 year flood hazard zone. The geology of the property is Quaternary Holocene Alluvial fan deposits. The soils on site are Bale loam, 0 to 2% slopes, somewhat poorly drained and a low runoff classification. Based upon the Napa County Environmental Sensitivity Maps (Liquefaction layer) the project site has a high susceptibility for liquefaction.

Native vegetation of the general area consists of grassland and Napa River Riparian, but the site is primarily planted in 13.2 acres of vineyards. The Environmental Sensitivity Maps (Natural Diversity Database) identify the project area to be sensitive for Pallid Bats. A Biological Resource Report, which included the subject property, was prepared by Kjeldsen Biological Consulting, dated March 28, 2001. The report indicated that the site does not include any sensitive wildlife habitat or jurisdictional wetlands. Habitat fragmentation is not an issue since the site is within an extensive agricultural area that surrounds the subject property. The vegetation at that time consisted of ruderal plants. The report indicated that there is no reason to expect that the site supports any special status plants or animal species or unique habitat. The intensive agricultural history of the site extends over the last century.

The existing winery covers 65,326 sq.ft. or 8.4% of the parcel consisting of a 14,572± sq. ft. wine production facility with a 1,277 sq.ft. covered crush pad; ±4,923 sq.ft. in accessory uses, including a two-story 2,650 sq.ft. tasting room and a 1,118 sq.ft. tasting room; a 15-space public parking lot and access driveways; a water tank; and the sanitary and process waste disposal systems. The surrounding land uses include: large lot residential; agricultural vineyards; and another winery (Frank Family Vineyards) approximately 700 feet to the northeast. The closest residence is 500± feet from the winery structure. 150± acres of adjacent vineyard parcels are owned by the Larkmead Ranch. The applicant indicates that existing vineyard on the subject parcel will be reduced a quarter of an acre to accommodate the proposed the parking lot expansion. No other removal of vines is proposed.

12. **Other agencies whose approval is required** (e.g., permits, financing approval, or participation agreement).

The project would also require various ministerial approvals by the County, including but not limited to building permits, grading permits, and waste disposal permits, in addition to CalFire.

Responsible (R) and Trustee (T) Agencies

None Required.

Other Agencies Contacted

Federal Trade and Taxation Bureau
Department of Alcoholic Beverage Control.

ENVIRONMENTAL IMPACTS AND BASIS OF CONCLUSIONS:

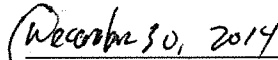
The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of the Napa County Environmental Resource Maps, the other sources of information listed in the file, and the comments received, conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site. For further information, see the environmental background information contained in the permanent file on this project.

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Wynness Balcher, Planner II
Napa County Planning, Building, and Environmental Services



Date

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-c The project site is not located within view of a scenic vista or on a designated Viewshed road. There are no new structures proposed as part of this project, thus the project has no potential to significantly affect the aesthetics of the site. No trees will be removed, there are no existing rock outcroppings on the site, nor are there any existing historic structures. The proposed new parking area will intrude into the vineyard, but grapevines will flank the new parking lot addition and will serve to reduce the visual impact, reducing the potential visual degradation to a level of insignificance.

d Since the project does not request the installation of parking lot lighting, the proposed project would not introduce any additional source of lights that could significantly impact daytime or nighttime views of the area. The increase in visitors and events will not create substantial glare either during the day or nighttime. Special events will be limited to 10 p.m. and the two additional events a year will not introduce additional light sources above what currently exists. However, the increase in the frequency of events will result in up to 51 events per year where the winery would be occupied during nighttime hours. These nighttime activities are not considered as having significant potential to result in light and glare impacts because event will be conducted indoors and within outdoor spaces located adjacent to the winery with existing lighting that currently meets County standards. The outdoor events space is located ±500 feet from the nearest residence. And there are no sensitive receptors in the vicinity. Pursuant to standard Napa County conditions of approval for wineries, outdoor lighting will be required to be shielded and directed downwards, with only low level lighting allowed in parking areas. As designed, and as subject to the standard condition of approval, below, the project will not have a significant impact resulting from new sources of outside lighting.

All exterior lighting, including landscape lighting, shall be shielded and directed downward, shall be located as low to the ground as possible, and shall be the minimum necessary for security, safety, or operations and shall incorporate the use of motion detection sensors to the greatest extent practical. No flood-lighting or sodium lighting of the building is permitted, including architectural highlighting and spotting. Low-level lighting shall be utilized in parking areas as opposed to elevated high-intensity light standards. Lighting utilized during harvest activities is not subject to this requirement. Prior to issuance of any building permit pursuant to this approval, two (2) copies of a detailed lighting plan showing the location and specifications for all lighting fixtures to be installed on the property shall be submitted for Planning Division review and approval. All lighting shall comply with California Building Code.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES. ¹ Would the project:				

¹ "Forest land" is defined by the State as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." (Public Resources Code Section 12220(g)) The Napa County General Plan anticipates and does not preclude conversion of some "forest land" to agricultural use, and the program-level EIR for the 2008 General Plan Update analyzed the impacts of up to 12,500 acres of vineyard development between 2005 and 2030, with the assumption that some of this development would occur on "forest land." In that analysis specifically, and in the County's view generally, the conversion of forest land to agricultural use would constitute a potentially significant impact only if there were resulting significant impacts to sensitive species, biodiversity, wildlife movement, sensitive biotic communities listed by the California Department of Fish and Game, water quality, or other environmental resources addressed in this checklist.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Important (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land as defined in Public Resources Code Section 12220(g), timberland as defined in Public Resources Code Section 4526, or timberland zoned Timberland Production as defined in Government Code Section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use in a manner that will significantly affect timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, or other public benefits?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. Based on a review of Napa County environmental resource mapping (Department of Conservation Farmlands, 2008 layer), the site is classified as "Prime Farmland". The project will result in approximately ¼ acres of existing vineyard being removed. However, General Plan Agricultural Preservation and Land Use policies AG/LU-2 and AG/LU-13 recognize wineries, and any use consistent with the Winery Definition Ordinance and clearly accessory to a winery, as an agricultural use. The land containing the winery improvements will continue to be designated by the County and the State Department of Conservation as Prime Farmland. As a result, this application will not result in the conversion of special status farmland to a non-agricultural use.
- b. The property is zoned Agricultural Preserve (AP) but is not subject to a Williamson Act contract. Since agricultural activities will continue on the site, there will be no resulting conflict with the zoning within which the subject property is located.
- c/d. The project site is zoned AP (Agricultural Preserve), which allows wineries upon grant of a use permit. The project site does not contain woodland or forested areas, and thus would not result in the loss of or conversion of forest lands to a non-forest use.
- e. As discussed in item "a.", above, the winery and winery accessory uses are defined as agricultural by the Napa County General Plan and are allowed under the parcels' AP (Agricultural Preserve) zoning. Neither this project, nor any foreseeable consequence thereof, would result in changes to the existing environment which would result in the conversion of special status farmland to a non-agricultural use.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a-c. On June 2, 2010, the Bay Area Air Quality Management District's Board of Directors unanimously adopted thresholds of significance to assist in the review of projects under the California Environmental Quality Act (CEQA). The thresholds were designed to establish the level at which the District believed air pollution emissions would cause significant environmental impacts under CEQA and were posted on the Air District's website and included in the Air District's May 2011 updated CEQA Guidelines.

On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the Air District had failed to comply with CEQA when it adopted the thresholds. On August 12, 2013, the Court of Appeal reinstates the District's thresholds of significance provided in Table 3-1 (Criteria Air Pollutants & Precursors Screening Levels Sizes) and are applicable for evaluating projects in Napa County.

Vehicle emissions are far and away the greatest air pollution generator associated with the project. The vast majority of vehicle related emissions stem from employee and visitor trips to and from the site. However, vehicle emissions from on-site vehicles, such as tractors and fork lifts also occur. Some aspects of the wine production process result in air pollutants but emissions are limited to a relatively brief period of several weeks annually, post-harvest, and emission levels are inconsequential. The proposed project includes: an increase in production capacity; an increase in employees from 6 to 10 full-time employees and from 4 to 6 part-time employees (which the County classifies as ranging from 10 to 25 employees); from 40 to 150 visitors daily on the busiest-day and expansion of the marketing plan from 38 events for up to 120 participants annually to 51 events for up to 300 participants annually. This will account for an increase from 49 to 85 maximum daily vehicles trips on a typical weekday, and an increase of 70 to 138 vehicle trips on harvest-season day with no marketing events. The subject application also proposes one marketing event with up to 300 people at this largest event; at 2.8 persons per car that would add up to 187 additional vehicle trips on the day of a large marketing event.

Over the long term, emission sources for the proposed project will consist primarily of mobile sources, including vehicles visiting the site. The Air District's threshold of significance provided in Table 3-1 has determined that similar projects such as a quality restaurant that do not exceed a threshold of 47 ksf will not significantly impact air quality and do not require further study (BAAQMD CEQA Guidelines, May 2011 Pages 3-2 & 3-3.). Given the size of the existing facilities is 51,794 sq. ft. (Hospitality Buildings – ±4923sq. ft., Wine Production Building - ±14,572 sq.ft.) compared to the BAAQMD's screening criterion of 47ksf NOX (high quality restaurant) and 541ksf (general light industry), the increase in production capacity, marketing, and additional visitation would contribute an insignificant amount of air pollution and would not result in a conflict or obstruction of an air quality plan. (Please note: a high quality restaurant is considered comparable to a winery tasting room for purposes of evaluating air pollutant emissions, but grossly overstates emissions associated with other portions of a winery, such as office, barrel storage and production, which generate fewer vehicle trips. Therefore, a general light industry comparison has also been used for other such uses.)

The proposed project would not conflict with or obstruct the implementation of any applicable air quality plan. Wineries are not producers of air pollution in volumes substantial enough to result in an air quality plan conflict. The project site lies within the Napa Valley, which forms one of the climatologically distinct sub-regions (Napa County Sub region) within the San Francisco Bay Area Air Basin. The topographical and meteorological features of the Valley create a relatively high potential for air pollution. Over the long term, emissions resulting from the proposed production increase, employee increase and visitation increase would consist primarily of mobile sources, including production-related deliveries and visitor and employee vehicles traveling to and from the winery. The resulting busiest day plus marketing total is well below the threshold of significance. The proposed project would not result in a cumulatively considerable net increase in any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

- d. In the short term, potential air quality impacts are most likely to result from earthmoving and construction activities required for the expansion of the wastewater system and the construction of the additional parking lot. Earthmoving and construction emissions would have a temporary effect; consisting mainly of dust generated during grading and other construction activities, exhaust emissions from construction related equipment and vehicles, and relatively minor emissions from paints and other architectural coatings. The Air District recommends incorporating feasible control measures as a means of addressing construction impacts. If the proposed project adhere to these relevant best management practices identified by the Air District and the County's standard conditions of project approval, construction-related impacts are considered less than significant:

The permittee shall comply during all construction activities with the Bay Area Air Quality Management District Basic Construction Mitigation Measures as provided in Table 8-1, May 2011 Updated CEQA Guidelines.

- *All exposed surfaces (e.g. parking areas, staging areas, soil piles, grading areas, and unpaved access (road) shall be watered two times per day.*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- *All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
- *All vehicle speeds on unpaved roads shall be limited to 15 mph.*

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Furthermore, while earthmoving and construction on the site will generate dust particulates in the short-term, the impact would be less than significant with dust control measures as specified in Napa County's standard condition of approval relating to dust:

Water and/or dust palliatives shall be applied in sufficient quantities during grading and other ground disturbing activities on-site to minimize the amount of dust produced. Outdoor construction activities shall not occur during windy periods.

- e. While the Air District defines public exposure to offensive odors as a potentially significant impact, wineries are not known operational producers of pollutants capable of causing substantial negative impacts to sensitive receptors. Construction-phase pollutants will be reduced to a less than significant level by the above-noted standard condition of approval. The project will not create pollutant concentrations or objectionable odors affecting a substantial number of people.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, Coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a/b. According to the Napa County Environmental Resource Maps (based on the following layers - plants CNPS points & polygons, plant surveys, red legged frog core area and critical habitat, vernal pools & vernal pool species, Spotted Owl Habitat – 1.5 mile buffer and known fish presence) no known candidate, sensitive, or special status species have been identified as occurring within the project

boundaries. The project consists of operational expansion of an existing winery within an area surrounded by vineyards. Project improvements consist of the expansion of a parking lot, resulting in the loss of some vines and expansion of the on-site septic system resulting in ¼ acre. No native habitats or environmental sensitive areas would be affected by the development. The project would not have a substantial adverse effect on any special status species, or species of particular concern. As discussed in the section I above, the proposal and associated construction are minimal with no significant grading or tree removal required. Furthermore, there were no species or site conditions which would be considered essential for the support of a species with limited distribution or be considered to be a sensitive natural plant community. The potential for this project to have a significant impact on special status species is not very probable.

- c/d. There are no wetlands on the property or on neighboring properties that would be affected by this project. The proposed parking lot will be located within an existing vineyard where removal of approximately ¼ acre of vines will be necessary. Therefore, project activities will not interfere with the movement of any native resident or migratory fish or wildlife species or with their corridors or nursery sites, because no sensitive natural communities have been identified on the property. Therefore, the project as proposed would have no impact to biological resources.
- f. There are no Habitat Conservation Plans or other similar plans in effect for this area that would be affected by this project.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-c. According to the Napa County Environmental Resource Maps (based on the following layers – Historical sites points & lines, Archaeology surveys, sites, sensitive areas, and flags) no historical, archaeological, or paleontological resources, sites or unique geological features have been identified on the property, which has been extensively farmed. Based on the project proposal, there will be minimal grading within small area of previously disturbed land and minimizing the potential impact on cultural resources. However, if resources are found during any earth disturbing activities associated with the project, construction of the project is required to cease, and a qualified archaeologist will be retained to investigate the site in accordance with the following standard condition of approval:

“In the event that archeological artifacts or human remains are discovered during any subsequent construction in the project area, work shall cease in a 50-foot radius surrounding the area of discovery. The permittee shall contact the Planning, Building, and Environmental Services Department for further guidance, which will likely include the requirement for the permittee to hire a qualified professional to analyze the artifacts encountered and to determine if additional measures are required. If human remains are encountered during the development, all work in the vicinity must be, by law, halted, and the Napa County Coroner informed so that the Coroner can determine if an investigation of the cause of death is required, and if the remains are of Native American origin. If the remains are of Native American origin, the nearest tribal relatives as determined by the State Native American Heritage Commission would be contacted to obtain recommendations for treating or removal of such remains, including grave goods, with appropriate dignity, as required under Public Resources Code Section 5097.98.”

- d. No information has been encountered that would indicate that this project would encounter human remains. However, if resources are found during grading of the project, construction of the project is required to cease, and a qualified archaeologist will be retained to investigate the site in accordance with standard condition of approval as noted above.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate a net increase in greenhouse gas emissions in excess of applicable thresholds adopted by the Bay Area Air Quality Management District or the California Air Resources Board which may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with a county-adopted climate action plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a/b. Overall increases in Greenhouse Gas (GHG) emissions in Napa County were assessed in the Environmental Impact Report (EIR) prepared for the Napa County General Plan Update and certified in June 2008. GHG emissions were found to be significant and unavoidable in that document, despite the adoption of mitigation measures incorporating specific policies and action items into the General Plan.

Consistent with these General Plan action items, Napa County participated in the development of a community-wide GHG emissions inventory and "emission reduction framework" for all local jurisdictions in the County in 2008-2009. This planning effort was completed by the Napa County Transportation and Planning Agency in December 2009, and served as the basis for development of a refined inventory and emission reduction plan for unincorporated Napa County.

In 2011, the Bay Area Air Quality Management District (BAAQMD) released California Environmental Quality Act (CEQA) Project Screening Criteria and Significance of Thresholds [1,100 metric tons per year (MT) of carbon dioxide and carbon dioxide equivalents (CO₂e)]. This threshold of significance is appropriate for evaluating projects in Napa County.

During our ongoing planning effort, the County requires project applicants to consider methods to reduce GHG emissions consistent with Napa County General Plan Policy **CON-65(e)**. (Note: Pursuant to State CEQA Guidelines Section 15183, because this initial study assesses a project that is consistent with an adopted General Plan for which an environmental impact report (EIR) was prepared, it appropriately focuses on impacts which are "peculiar to the project," rather than the cumulative impacts previously assessed.)

The applicant proposes to incorporate GHG reduction methods including: extensive solar facilities installed on the original winery building, and the newer barrel building provides for energy efficiencies that go beyond Title 24 requirements. Larkmead is certified as a Green Business (Napa Green Certified Winery) and was verified as carbon neutral through the PG&E ClimateSmart program. In addition to solar facilities, other GHG emission reduction measures such as high efficiency irrigation and other water conservation measures have been undertaken within the landscape design, on-site waste water disposal, and infiltration methods for post-construction storm water. In addition, other methods being planned include preservation of developable open space in a conservation easement; habitat restoration or new vegetation; alternative fuel and electric vehicles in fleet; vehicle miles traveled reduction plan; and an electrical vehicle charging station. Bicycle incentives, recycling 75% of all waste; 75% food and garden material composting; implementing sustainable purchase and shipping program; public transit accessibility; limited amount of grading and tree removal; education to staff and visitors on sustainable practices; and use of 70-80% cover crop have been implemented. The proposed project has been evaluated against the BAAQMD thresholds and determined that the project would not exceed the 1,100 MT/yr of CO₂e.

GHG Emission reductions from local programs and project level actions, such as application of the CalGreen Building Code, tightened vehicle fuel efficiency standards, and more project-specific on-site programs including those winery features noted above would combine to further reduce emissions below the Significance of Thresholds. The project is in compliance with the County's efforts to reduce emissions as described above. For these reasons, project impacts related to GHG emissions are considered less than significant.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil creating substantial risks to life or property? Expansive soil is defined as soil having an expansive index greater than 20, as determined in accordance with ASTM (American Society of Testing and Materials) D 4829.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a.
- i.) There are no known faults on the project site as shown on the most recent Alquist-Priolo Earthquake Fault Zoning Map. As such, the proposed project would result in a less than significant impact with regards to rupturing a known fault.
 - ii.) All areas of the Bay Area are subject to strong seismic ground shaking. Construction of the project will be required to comply with all the latest building standards and codes, including the California Building Code that would reduce any potential impacts to a less than significant level.
 - iii.) No subsurface conditions have been identified on the project site that indicated a susceptibility to seismic-related ground failure or liquefaction. Compliance with the latest editions of the California Building Code for seismic stability would result in less than significant impacts.
 - iv.) According to the Napa County Environmental Resource Maps (Landslides line, polygon, and geology layers) there are no landslide deposits in the proposed development area.
- b. The proposed development is minimal and will occur on slopes ranging less than 2%. Based upon the Soil Survey of Napa County, prepared by the United States Department of Agriculture (USDA), the soils on site are comprised of Bale loam (0 to 2% slopes), a somewhat poorly drained soil type located on alluvial fans and floodplains with a low runoff classification. The project will require incorporation of best management practices and will be subject to the Napa County Stormwater Ordinance which addresses sediment and erosion control measures and dust control, as applicable.
- c/d. According to preliminary geologic mapping of the Calistoga Quadrangle performed by the California Geologic Survey (CGS-2004), the property is underlain by Holocene terrace deposits of the Quaternary Period. Based on the Napa County Environmental Sensitivity Maps (liquefaction layer) the project site has high susceptibility for liquefaction. There will be no buildings constructed for this project, therefore, no significant potential adverse impacts from soil instability will occur and there is no potential risk to life or property from soil instability.
- e. The soil type has moderate limitations regarding septic systems, but the limitations can be overcome by special planning and design. The system will be designed by a licensed engineer and will be reviewed and approved by the Division of Environmental Health, thereby reducing the risk of a potential adverse impact to a level of insignificance.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wild-land fires, including where wild-lands are adjacent to urbanized areas or where residences are intermixed with wild-lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a/b. The proposed project will not involve the transport of hazardous materials other than those small amounts normally used in winery operations. A Business Plan will be filed with the Environmental Health Division should the amount of hazardous materials reach reportable levels. However, in the event that the proposed use or a future use involves the use, storage or transportation of greater than 55 gallons or 500 pounds of hazardous materials, a use permit and subsequent environmental assessment would be required in accordance with the Napa County Zoning Ordinance prior to the establishment of the use. During construction of the project some hazardous materials, such as building coatings/ adhesives/ etc., will be utilized. However, given the quantities of hazardous materials and the limited duration, they will result in a less-than-significant impact.
- c. There are no schools located within one-quarter mile from the proposed project site.
- d. The proposed site is not included on the Cortese List prepared in compliance with Government Code Section 65962.5.
- e. The project site is not located within two miles of any public airport.
- f. The project site is not located within the vicinity of any private airports.
- g. The proposed project will not impair the implementation of or physically interfere with an adopted emergency response plan or evacuation plan.
- h. The project would not increase exposure of people and/or structures to a significant loss, injury or death involving wild land fires.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

On January 14, 2014 Governor Jerry Brown declared a drought emergency in the state of California. The declaration stopped short of imposing mandatory conservation measures statewide. Mandatory water restrictions are being left to individual jurisdictions. At this time the County of Napa has not adopted or implemented mandatory water use restrictions. The County requires all Use Permit applicants to complete necessary water analyses in order to document that sufficient water supplies are available for the proposed project. On June 28, 2011 the Board of Supervisors approved creation of a Groundwater Resources Advisory Committee (GRAC). The GRAC's purpose was to assist County staff and technical consultants with recommendations regarding groundwater, including data collection, monitoring, well pump test protocols, management objectives, and community support. The County completed a county-wide assessment of groundwater resources (Napa County Groundwater Conditions and Groundwater Monitoring Recommendations Report (Feb. 2011)) and developed a groundwater monitoring program (Napa County Groundwater Monitoring Plan 2013 (Jan. 2013)). The County also completed a 2013 Updated Hydrogeologic Conceptualization and Characterization of Groundwater Conditions (Jan. 2013).

In general, recent studies have found that groundwater levels in the Napa Valley Floor exhibit stable long-term trends with a shallow depth to water. Historical trends in the Milliken-Sarco-Tulucay (MST) area, however, have shown increasing depths to groundwater, but recent stabilization in many locations. Groundwater availability, recharge, storage and yield is not consistent across the County. More is known about the resource where historical data have been collected. Less is known in areas with limited data or unknown geology. In order to fill existing data gaps and to provide a better understand of groundwater resources in the County, the Napa County Groundwater Monitoring Plan recommended 18 Areas of Interest (AOIs) for additional groundwater level and water quality monitoring. Through the well owner and public outreach efforts of the Groundwater Resources Advisory Committee (GRAC), approximately 40 new wells have been added to the monitoring program within these areas. Groundwater Sustainability Objectives were developed and recommended by the GRAC. In their recommendations, the Committee reviews the goal of developing sustainability objectives, provides a definition, and explains the shared responsibility for Groundwater Sustainability. They go on to review the important role of monitoring as a means to achieving groundwater sustainability and the principles underlying the sustainability objectives. The

groundwater sustainability objectives are outlined, along with an implementation table which provides additional recommendations on how, metrics of success, by when, by who, and estimated cost ranges.

Groundwater Sustainability Objectives were also developed by the GRAC and recommended to the Board of Supervisors. In their recommendations, the Committee reviews the goal of developing sustainability objectives, provides a definition of groundwater sustainability, and explains the shared responsibility for groundwater sustainability. They go on to review the important role of monitoring as a means to achieving groundwater sustainability and the principles underlying the sustainability objectives. The Groundwater Sustainability Objectives are outlined, along with a Sustainability Objectives Implementation Table which provides additional recommendations on how, metrics of success, timeframes, responsibility, and estimated cost ranges.

a/b. The project is not expected to violate any water quality standards or waste discharge requirements nor substantially deplete local groundwater supplies. The applicant submitted a Water System Feasibility Report (Always Engineering, Inc., dated 5/9/2014) with the application. There is an existing Public Water System Permit on file (CA2800044), which is operated by the owner. The existing water system has already been expanded to meet the needed potable water supply connection points within the recently built hospitality building and barrel hall (pursuant to the use permit approved by the Planning Commission in 2012). The proposed operation of the water system will remain as a Transient Non-Community System (public water systems which serve at least 15 service connections or 25 or more persons for at least 60 days of the year). Peak (weekend) tasting visitation is proposed to be 150 visitors per day with an average of 100 visitors per day during the week. The existing well produces flow rate of 120 gallons per minute, which is capable producing the peak daily demand of 2,845 gpd in a period of 23.7 minutes. There is an existing 1,000 gallon potable water storage tank for storage of treated water. As site use is increased, the treatment capacity of the existing arsenic removal system may be doubled, but otherwise, there will be no other changes to the water system as a result of the project proposal. The report concludes that the proposed increase in use of the site is not expected to affect the ability for the existing public water system to meet the demands of the site.

Always Engineering, Inc. prepared a Wastewater Feasibility Study (dated May 9, 2014) to address the wastewater feasibility associated with the project proposal to increase the production capacity to 75,000 gallons and expand visitation and marketing activities. The report concludes that the proposed increases in process waste and sanitary flows can be accommodated with an expansion of leach lines and substantial reserve areas are shown on the project site. The proposed additional 1,500 gallon process wastewater and 750 gallon sanitary sewage septic tanks will ensure the increases in flows are still within the county guidelines for detention times in holding tanks. All on-site food service for the large annual event will be prepared and clean-up will not occur on-site. The three large annual events will use portable toilets, and were not addressed in the waste flow calculations.

Minimum thresholds for water use have been established by the Napa County Department of Public Works, using reports by the United States Geological Survey (USGS). These reports are the result of water resources investigations performed by the USGS in cooperation with the Napa County Flood Control and Water Conservation District. Any project which reduces water usage or any water usage which is at or below the established threshold is assumed not to have a significant effect on groundwater levels. The project is located on the valley floor in an area that has an established acceptable water use criteria of 1.0 acre foot per acre per year.

A Water Availability Analysis was prepared for the project by Always Engineering, Inc., dated 5/9/2014. The threshold for this valley floor parcel is 17.85 af/yr, which is calculated by applying a rate of 1.0 af/yr multiplied by the acreage of the site. As noted above, the findings of the Napa Valley Groundwater Monitoring Plan confirmed that the 1.0 af/yr valley floor threshold has proven to be a sustainable limit for groundwater resources. The report indicates the total water demand on the parcel from the existing winery and associated improvements is 7.55 af/year, specifically:

Existing Larkmead Winery Water Demand	
	Acre feet/year
Winery Processing (also landscaping) for 36,000 gallon winery	.69
Employees (6 full-time; 4 part-time)	.13
Visitors (40)	.13
Events (25 persons)	.001
Events (125 persons)	.002
13.2 acres vineyard irrigation only	6.60
TOTAL	7.55

The report indicates the total water demand by the proposed project on the parcel will be 8.54 af/year, specifically:

Proposed Larkmead Winery Modification Water Demand	
	Acre feet/year
Winery Processing (also landscaping) for 75,000 gallon winery	1.44
Employees (8 full-time; 3 part-time)	.16
Visitors (100 visitors)	.38

Event (25 persons)	.01
Event (120 persons)	.002
Event (300 persons)	.003
13.1 acres Vineyard – Irrigation only	6.55
TOTAL	8.54

The estimated water demand of 8.54 af/yr, representing an increase of .99 af/yr over the existing condition, is below the below the 17.85 af/yr threshold established for the parcel. Under past approvals for the winery, the property is already subject to the County's standard condition of approval requiring well monitoring as well as the potential to modify/alter permitted uses on site should groundwater resources become insufficient to supply the use.

In response to regional drought and the general Statewide need to protect groundwater resources, the Governor enacted new legislation requiring local governments to monitor and management groundwater resources. Napa County's prior work on Napa Valley Groundwater Management Plan provides a strong foundation for Napa County to comply with this State mandated monitoring and management objective. As a direct result, the project site is now subject to this new legislation requiring local agencies to monitor groundwater use. Assembly Bill - AB 1739 by Assembly member Roger Dickinson (D-Sacramento) and Senate Bills 1168 and 1319 by Senator Fran Pavley (D-Agoura Hills) establish a framework for sustainable, local groundwater management for the first time in California history. The legislation requires local agencies to tailor sustainable groundwater plans to their regional economic and environmental needs. The legislation prioritizes groundwater basin management Statewide, which includes Napa Valley/Napa River Drainage Basin, and sets a timeline for implementation of the following:

- By 2017, local groundwater management agencies must be identified;
- By 2020, overdrafted groundwater basins must have sustainability plans;
- By 2022, other high and medium priority basins not currently in overdraft must have sustainability plans; and
- By 2040, all high and medium priority groundwater basins must achieve sustainability.

The State has classified the Napa River Drainage Basin as a medium priority resource. Additionally, the legislation provides measurable objectives and milestones to reach sustainability and a State role of limited intervention when local agencies are unable or unwilling to adopt sustainable management plans. Napa County supports this legislation and has begun the process of developing a local groundwater management agency which is anticipated to be in place and functioning within the timeline prescribed by the State.

The proposed project will not result in a substantial increase the demand of ground water supplies or interfere with groundwater recharge or lowering of the local groundwater level. According to Napa County environmental resource mapping (*Water Deficient Areas/Storage Areas*), the project site is not located within a water deficient area and the County is not aware of, nor has it received any reports of groundwater deficiencies in the area.

- c-e. The project proposal will not alter any drainage patterns on site or cause an increase in erosion on or off site. The project would be required to incorporate an erosion control plan to manage onsite surface drainage and erosion of onsite soils during construction and winter months (October to April). By incorporating a Standard Measures erosion control plan, this project would have a less than significant impact on drainage and siltation. There are no existing or planned stormwater systems that would be affected by this project.
- f. There is nothing included in this proposal that would otherwise substantially degrade water quality. As discussed in greater detail at, "a.," above, the Division of Environmental Health has reviewed the Transient Non-Community Water System proposal and has found the proposed system adequate to meet the facility's needs as conditioned. No information has been encountered that would indicate a substantial impact to water quality.
- g-i. No new structures are proposed; the project site is not located within a flood hazard area, nor would it impede or redirect flood flows or expose structures or people to flooding. The project site is not located within a dam or levee failure inundation zone.
- j. The parcel is not located in an area that is subject to inundation by tsunamis, seiches, or mudflows.

Mitigation Measures: None.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a-c. The project would not occur within an established community, nor would it result in the division of an established community. The project complies with the Napa County Code and all other applicable regulations. There are no applicable habitat conservation plans or natural community conservation plans applicable to the property.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a/b. The Conservation Elements of the Napa County General Plan does not indicate the presence of valuable or locally important mineral resources on the project site. The project would not result in a loss of a mineral resource of any value.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a/b. The project will result in a temporary increase in noise levels during the brief grading and construction of the parking lot. Construction activities will be limited to daylight hours using properly muffled vehicles. Noise generated during this time is not anticipated to be significant. The project would not result in potentially significant temporary construction noise impacts or operational impacts. Given the proximity to the neighbors, the closest of whom is located ±500 feet away from the winery, there is a relatively low potential for impacts related to construction noise to result in a significant impact. Furthermore, construction activities would generally occur during the period of 7am-7pm on weekdays, during normal hours of human activity. All construction activities will be conducted in compliance with the Napa County Noise Ordinance (Napa County Code Chapter 8.16). The proposed project will not result in long-term significant construction noise impacts. Conditions of approval would require construction activities to be limited to daylight hours, vehicles to be muffled, and backup alarms adjusted to the lowest allowable levels.
- c/d. Substantial amounts of noise may be generated during project construction, however, the increase in ambient noise is limited and will cease upon completion of the new parking lot and expanded waste water system. Noise from winery operations is generally limited; however, the expansion of the marketing plan to add additional events for 25 persons and an additional event for up to 300 persons would result in additional noise when held in the outdoor hospitality areas. These areas, however, are located behind the building between the sensitive receptors, and are covered. This would serve to reduce the potential noise impact to a level of insignificance. The Napa County Noise Ordinance, which was adopted in 1984, sets the maximum permissible received sound level for a rural residence as 45 db between the hours of 10 p.m. and 7 a.m. While the 45 db limitation is strict (45 db is roughly equivalent to the sound generated by a quiet conversation). Continuing enforcement of Napa County's Noise Ordinance by the Division of Environmental Health and the Napa County Sheriff, including the prohibition against amplified music, and the standard requirement that marketing activities shall cease at 10:00PM (including clean-up) should ensure that marketing events and other winery activities do not create a significant noise impact.
- e/f. The project site is not located within an airport land use plan or within two miles of a public airport or within the vicinity of a private airstrip.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. There is a modest increase of employee with this modification; therefore, the project will not induce any population growth in the area. Cumulative impacts related to population and housing balance were identified in the 2008 General Plan EIR. As set forth in Government Code §65580, the County of Napa must facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community. Similarly, CEQA recognizes the importance of balancing the prevention of environment damage with the provision of a "decent home and satisfying living environment for every Californian." (See Public Resources Code §21000(g).) The 2008 General Plan sets forth the County's long-range plan for meeting regional housing needs, during the present and future housing cycles, while balancing environmental, economic, and fiscal factors and community goals. The policies and programs identified in the General Plan Housing

Element function, in combination with the County's housing impact mitigation fee, to ensure adequate cumulative volume and diversity of housing. Cumulative impacts on the local and regional population and housing balance will be less than significant.

b/c. This application will not displace a substantial volume of existing housing or a substantial number of people and will not necessitate the construction of replacement housing elsewhere.

Mitigation Measures: None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV.	PUBLIC SERVICES. Would the project result in:				
	a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a. Public services are currently provided to the project area, and as the winery has been in full operation, the additional demand placed on existing services would be marginal. Fire protection measures are required as part of the development pursuant to Napa County Fire Marshall conditions and there will be no foreseeable impact to emergency response times with the adoption of standard conditions of approval. The Fire Department and the Engineering Services Division have reviewed the application and recommend approval as conditioned. School impact mitigation fees, which assist local school districts with capacity building measures, will be levied pursuant to building permit submittal. The proposed project will have little to no impact on public parks. County revenue resulting from any building permit fees, property tax increases, and taxes from the sale of wine will help meet the costs of providing public services to the property. The proposed project will have a less than significant impact on public services.

Mitigation Measures: None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV.	RECREATION. Would the project:				
	a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a/b. The project would not significantly increase the use of recreational facilities, nor does the project include recreational facilities that may have a significant adverse effect on the environment.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with General Plan Policy CIR-23, which requires new uses to meet their anticipated parking demand, but to avoid providing excess parking which could stimulate unnecessary vehicle trips or activity exceeding the site's capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a/b. The subject winery is located on a 17.85± acre parcel located on the northwest side of Larkmead Lane, between State Highway 29 and Silverado Trail. Larkmead Lane intersections with State Highway 29 and Silverado Trail are unsignalized; southbound traffic on State Highway 29 has a left turn lane. There is one other winery located on Larkmead Lane. The project proposes a modification to the existing use permit to increase the production capacity from 36,000 to 75,000 gallons/year. The applicant indicates that the increase in production capacity is to accommodate estate fruit; therefore, no increase in grape delivery traffic would be expected. However, nominal amounts of increase delivery traffic would result from other shipping associated with wine production (bulk wine in/out, de-alcohol processing, glass, corks, labels, bottling, etc.). In addition, the project is not required to utilize estate grown fruit and therefore this analysis considers potential truck traffic increases resulting from the increased production. The modification request also proposes an increase the number of daily visitors from 40 to 100 per weekday; 150 per weekend day, with an expansion of visitation hours from 6.5 to 9 hours per day. The modification of the marketing plan will increase from the approved five events, three (3) private wine and food tasting events per month for a maximum 25 persons; and two (2) special wine and food tasting events per year for a maximum 120 persons) to allow: four (4) private wine and food tasting events per month, for a maximum 25 persons; two (2) special wine and food tasting events per year for a maximum 120 persons; and one (1) new special wine and food tasting event per year for 300 persons.

Traffic conditions on roads and at intersections are generally characterized by their "level of service" or LOS. LOS is a convenient way to express the ratio between volume and capacity on a given link or at a given intersection, and is expressed as a letter grade ranging from LOS A through LOS F. Each level of service is generally described as follows:

LOS A- Free-flowing travel with an excellent level of comfort and convenience and freedom to maneuver.

LOS B- Stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.

LOS C- Stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.

LOS D- High-density, but stable flow. Users experience severe restrictions in speed and freedom to maneuver, with poor levels of comfort and convenience.

LOS E- Operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.

LOS F- Forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion. (2000 Highway Capacity Manual, Transportation Research Board)

A Traffic Impact Study for Larkmead Vineyards Expansion Project was prepared by W-Trans (dated October 30, 2014), who conducted a focused traffic analysis addressing potential traffic impacts and circulation needs for the proposed expansion of the winery. Mechanical tube counts were collected on five consecutive days in March 2014 on Larkmead Lane near the project site. The volume of traffic ranged from 509 to 602 vehicles on weekdays and 338 to 473 vehicles on weekend days. The report concluded that the volume is well below the threshold of 2,000 vehicles per day, which is the volume that a local street can carry without losing its character.

The study cites the Napa County General Plan Update Draft Environmental Impact Report, February 2007, which indicated that under 2003 volumes on State Route 29 was operating at LOS D between Lodi Lane and Deer Park Rd. Silverado Trail is identified in the same document as operating at Level C under 2003 Volumes.

Under Policy CIR-16 of the Napa County General Plan, "The County seeks to maintain an arterial Level of Service D or better on all County roadways, except if maintaining this level desired level of service would require the installation of more travel lanes than shown on the General Plan Circulation Map (fig. CIR-1). If a project would cause the level of service to deteriorate to LOS E or greater, then then mitigation measures in lieu of an expansion to a 4-lane throughway, would be necessary to reduce impacts of a project to a level of insignificance.

The anticipated daily trip generation from the increase in visitation is projected at 36 additional trips during weekdays, with 13 during the weekday PM peak hour (4:00–6:00 PM) trips and 42 additional daily trips on weekends with 27 weekend PM peak hour trips (2:00-4:00PM). The traffic engineer found that PM peak hour period on Sunday is between 1:00 to 3:00PM.

The report addresses the future projected traffic volumes, using the Napa County/Solano County 2010 and 2030 Travel Demand Forecasting Model from the Solano Transportation Authority. This data was provided in the form of directional segment volumes along State Highway 29 and Silverado Trail during AM and PM peak hours project an estimated annual growth rate of 1.8 percent. The model does not include forecasts for average daily traffic; therefore the weekday PM peak hour growth rate was applied to the weekday and weekend average daily traffic volumes to estimate future 2030 volumes; 800 trips daily on weekdays and 630 on weekend days. The General Plan Update Draft EIR expects that the 2030 volumes on State Highway 29 will result in a deterioration of that segment to a LOS F, largely as a result in regional growth beyond the ability of Napa County to control, but Silverado Trail is expected to continue operating at LOS C.

The report indicates that while the application of the County's standard trip generation form indicates that the project would generate trips during the peak period. However, if measures to schedule the by-appointment tasting room visits added by the project are scheduled to begin and end outside of the peak traffic periods (4:00 to 6:00 PM on weekdays, 2:00–4:00 PM on Saturdays, and 1:00 to 3:00 PM on Sundays) and marketing events arrival and departure are scheduled to occur outside of the same peak hours, to reduce the number or eliminate potential future traffic impacts on State Highway 29 and Silverado Trail, then the project would not be expected to result in no new peak hour trips. As such, with the mitigation measures noted below, which are designed to ensure no trips are added to the network during peak hours, the project will not result in a significant increase in traffic or contribute significantly to cumulative traffic impacts identified in the Napa County General Plan EIR.

- c. This project would not result in any change to air traffic patterns since the construction of buildings is not proposed; would not increase air traffic levels since no aircrafts are associated with the use; nor result in any increase of lighting which might result in substantial safety risk.
- d/e. The project is located on an existing County maintained road which has no sharp curves and intersects with State Highway 29 and with Silverado Trail. These intersections have not been identified in the Napa County General Plan EIR Transportation Tables #4.4-6 as intersections with a high number of collisions and are therefore not considered as dangerous intersections. The Traffic Impact Study prepared for the project found that recorded collisions on Larkmead Lane were not related to any characteristic of the roadway, but were related to driver behavior. The increase in traffic volumes does not warrant a left-turn lane on Larkmead Lane at the project driveway, and the project proposal would not be expected to create a traffic hazard.
- f. The project proposes an expansion of the existing parking area, thereby ensuring that there will be sufficient parking for the proposed expansion of visitation and the additional two marketing events, however, the larger marketing event with 300 guests, the applicant will be required, as a standard condition of approval, to accommodate all vehicles on the property or provide off-site parking with shuttles, eliminating any obstruction to access in the event of an emergency.
- g. There is no aspect of this project that would conflict with any adopted policies, plans or programs supporting alternative transportation.

Mitigation Measures/Method of Monitoring:

XVI.1 - Prior to increasing wine production employee levels, visitation or marketing requested with this use permit modification, the permittee shall implement the follow transportation demand management programs, subject to review and approval by the Director of Planning, Building and Environmental Services:

- A. Implementation of a program to inform employees of the traffic congestion issues south of the project site and to encourage employees to utilize alternative forms of transportation.
- B. Implementation of measures, such as signage, tasting room information handouts, education of tasting room staff, internet content, etc. to inform/educate/encourage visitors to utilize Silverado Trail to access the property.
- C. Scheduling of commencement and conclusion of by-appointment visitation to occur outside of peak traffic periods between 4:00 p.m. and 6:00 p.m. weekdays, 2:00 p.m. and 4:00 p.m. on Saturdays, and 1:00 p.m. and 3:00 p.m. Sundays. Based on existing allowed visitation levels, a maximum of 40 visitors may arrive and depart the site within the daily peak period.
- D. Scheduling of employee work shifts to commence and conclude outside of peak periods between 4:00 p.m. and 6:00 p.m. weekdays, 2:00 p.m. and 4:00 p.m. on Saturdays, and 1:00 p.m. and 3:00 p.m. Sundays.
- E. Schedule marketing event set up, arrival and departure to occur outside of weekday and Saturday peak traffic periods. Peak periods are between 4:00 p.m. and 6:00 p.m. weekdays, 2:00 p.m. and 4:00 p.m. on Saturdays, and 1:00 p.m. and 3:00 p.m. Sundays.

Method of Monitoring: This mitigation measure requires submission of a transportation demand management plan. Permittee is required to report annually on status of program implementation to Planning Division.

RESPONSIBLE AGENCY (IES): Planning, Building and Environmental Services

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. The project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board and will not result in a significant impact.
- b. The project will not require construction of any new water treatment facilities that will result in a significant impact to the environment. Water will be provided by an existing well. An expanded septic system will be constructed on site. The system will be designed by a licensed engineer and will be reviewed and approved by the Division of Environmental Health.

- c. The project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, which will cause a significant impact to the environment.
- d. There is an existing Transient Non-Community water system with a 1,000 gallon potable water storage tank for storage of treated water serving the project. The Phase 1 study prepared for the project states that the estimated new water demand of 8.54 af/yr, representing an increased demand of .99 af/yr, is below the below the 17.85 af/yr threshold established for the parcel. The proposed project will not result in a substantial increase the demand of ground water supplies or interfere with groundwater recharge or lowering of the local groundwater level. No new or expanded entitlements are needed. (Also discussed in IX. **Hydrology and Water Quality** Section above)
- e. Wastewater will be treated on-site and will not require a wastewater treatment provider.
- f. The project will be served by a landfill with sufficient capacity to meet the projects demands. No significant impact will occur from the disposal of solid waste generated by the project.
- g. The project will comply with federal, state, and local statutes and regulations related to solid waste.

Mitigation Measures: None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII.	MANDATORY FINDINGS OF SIGNIFICANCE				
	a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. The project as proposed will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- b. The project does not have impacts that are individually limited, but cumulatively considerable. Potential air quality, greenhouse gas emissions, hydrology, and traffic impacts are discussed in the respective sections above. The project would also increase the demands for public services to a limited extent, increase traffic and air pollutions, all of which contribute to cumulative effects when future development in Napa Valley is considered. Cumulative impacts of these issues are discussed in previous sections of this Initial Study and would not be of significant impact. Cumulative impacts of these issues are discussed in previous sections of this Initial Study, wherein the impact from an increase in air pollution is being addressed as discussed in the project's Greenhouse Gas Voluntary Best Management Practices including but not limited to use of solar facilities; fish friendly farming; Selby Creek Restoration Project; habitat restoration or new vegetation; alternative fuel and electrical vehicles in their operational fleet; installation of electric charging station; vehicle miles travelled reduction plan through priority parking for efficient transportation and bike riding incentives; energy conserving lighting; installation of rain garden/bioswale; water efficient landscaping; recycling 75% of all waste; implementation of sustainable purchasing and shipping programs; public transit accessibility; skylights installed in industrial and commercial spaces; and limit in the amount of grading and tree removal. Potential cumulative impacts are discussed in the respective sections above. The project trip generation was calculated from winery operations, where the calculated trips reflect total visitation, on-site employees and wine production trips generated by the winery. Under the Napa County General Plan, traffic volumes are projected to increase

and will be caused by a combination of locally generated traffic as well as general regional growth. The General Plan EIR indicates that much of the forecasted increase in traffic on the arterial roadway network will result from traffic generated outside of the county; however the project will contribute a small amount toward the general overall increase. The Traffic Impact Study prepared for the project concluded that under future plus project conditions, the overall operation at the State Route 29/Larkmead Lane intersection for the southbound (Larkmead) approach is projected to be reduced to a LOS F during peak PM traffic hours (4:00-6:00 PM weekdays, 2:00-4:00 PM Saturdays, 1:00-3:00 PM Sundays).

General Plan Policy CIR-16 states that "The County will seek to maintain an arterial Level of Service D or better on all County roadways, except where maintaining this level of service would require the installation of more travel lanes than shown on the Circulation Map." State Highway 29 and Silverado Trail are listed as two-lane Rural Throughways on the General Plan Circulation Map and an increase to four-lane is not consistent with the Napa County General Plan. Therefore, to reduce the potential significant cumulative traffic impact, mitigation measures to avoid adding any traffic during the PM peak hour will serve to reduce the potential impact from the turning actions in the intersection with Highway 29 to a level of insignificance for potential future cumulative impacts.

It is recommended in the Traffic Impact Report prepared for the project that a mitigation measure to avoid scheduling tastings and events during the PM peak hours should be incorporated into the project as a way to minimize impacts and support efforts to maintain LOS D operation on the State Route 29 intersection and roadway segments. (Also discussed in XVI. Transportation/Traffic Section above)

- c. This project would not have any environmental effects that would cause substantial adverse effects on human beings. All environmental effects from this project have been mitigated to a level of insignificance. No other environmental effects have been identified that would cause, either directly or indirectly, adverse effects on human beings.

Mitigation Measures: None

**LARKMEAD WINERY
Use Permit P14-00158
APN: 020-240-001**

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Responsibility	Monitoring/Reporting Action and Schedule	Monitoring Compliance Complete (Name / Date)
Transportation/Traffic (Section XVI)			
<p>Mitigation Measures/Method of Monitoring:</p> <p>XVI.1 - Prior to increasing wine production employee levels, visitation or marketing requested with this use permit modification, the permittee shall implement the follow transportation demand management programs, subject to review and approval by the Director of Planning, Building and Environmental Services:</p> <p>A. Implementation of a program to inform employees of the traffic congestion issues south of the project site and to encourage employees to utilize alternative forms of transportation.</p> <p>B. Implementation of measures, such as signage, tasting room information handouts, education of tasting room staff, internet content, etc. to inform/educate/encourage visitors to utilize Silverado Trail to access the property.</p> <p>C. Scheduling of commencement and conclusion of by-appointment visitation to occur outside of peak traffic periods between 4:00 p.m. and 6:00 p.m. weekdays, 2:00 p.m. and 4:00 p.m. on Saturdays, and 1:00 p.m. and 3:00 p.m. Sundays. Based on existing allowed visitation levels, a maximum of 40 visitors may arrive and depart the site within the daily peak period.</p> <p>D. Scheduling of employee work shifts to commence and conclude outside of peak periods between 4:00 p.m. and 6:00 p.m. weekdays, 2:00 p.m. and 4:00 p.m. on Saturdays, and 1:00 p.m. and 3:00 p.m. Sundays.</p> <p>E. Schedule marketing event set up, arrival and departure to occur outside of weekday and Saturday peak traffic periods. Peak periods are between 4:00 p.m. and 6:00 p.m. weekdays, 2:00 p.m. and 4:00 p.m. on Saturdays, and 1:00 p.m. and 3:00 p.m. Sundays.</p>	<p>Planning, Building and Environmental Services Department</p>	<p>This mitigation measure requires submission of a transportation demand management plan. Permittee is required to report annually on status of program implementation to Planning Division.</p>	

